



Report 09.773
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Committee Council
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Report on the Regional Transport Committee meeting held on 2 December 2009

1. Purpose

To inform Council about the meeting of the Regional Transport Committee that took place on 2 December 2009.

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Report

3.1 Public participation

Chris Horne spoke to the committee about government roading investments and climate change, suggesting that there is a disconnect between the government's policy direction in these two areas.

3.2 Great Harbour Way

Celia Wade-Brown, representing the Great Harbour Way Coalition, updated the committee on the project. She told the committee that they had been gifted the name "Te Ara o Poneke" by the Tenth Trust. The Coalition, which includes membership from Livings Streets, Cycle Aware Aotearoa and Rotary Clubs of Wellington and the Hutt, has produced a detailed plan of the Great Harbour Way, which can be progressively constructed. Much of the route already exists.

She noted links to the New Zealand Transport Agency-led Triangle Study (Ngauranga Interchange – Petone – Grenada) and the National Cycleway

project. The Great Harbour Way concept is also referenced for in the Regional Cycling Plan.

Celia asked the committee to support the project by elevating the projects relevant to the Great Harbour Way in the Regional Land Transport Programme, and also reporting on progress with its development via its Quarterly Reports.

3.3 Draft Regional Land Transport Strategy (RLTS)

The current 2007–2016 RLTS was adopted in July 2007 following a comprehensive development process that took three years and extensive public engagement.

The Land Transport Management Act (LTMA) 2003¹ requires the RLTS to be renewed by July 2010. The Act specifies a number of changes to the legislative framework for development of the RLTS as well as new specific content requirements. The most significant are:

- A change from 3 yearly to 6 yearly reviews
- A change of the planning horizon from 10 to at least 30 years;
- The need to take into account new central government policy direction set via the New Zealand Transport Strategy 2008 and the Government Policy Statement on land transport funding 2009;
- New prioritisation and funding request arrangements to be taken account of through the regional land transport programme process;
- Inclusion of inter-regional outcomes;
- A statement of any relevant regional economic or land-use considerations and the likely funding of any infrastructure associated with those considerations;
- An assessment on the role of education and enforcement in contributing to the land transport outcomes: and
- A summary of the RLTS significance policy.

Officers from the region's councils, NZTA, Police, Regional Public Health and others worked with Greater Wellington officers to review the current strategy. The officers reviewed current data and background reports prepared for the current RLTS. They also reviewed the extensive feedback from the previous strategy process. Based on that work the redrafted strategy presented by the officers was an update of the existing strategy, rather than a major change of direction.

The committee debated a number of issues in the draft strategy, including the targets and whether they are achievable, i.e. "too stretch". There was also discussion on whether the right balance between issues such as economic development and climate change was reflected in the strategy document.

The committee agreed to discuss the draft strategy further in a workshop in the New Year, prior to releasing the document for consultation.

¹ As amended by the Land Transport Management Amendment Act 2008.

3.4 Draft Wairarapa Corridor Plan

Officers presented a new draft plan for the Wairarapa transport corridor for the committee to approve for consultation. The existing corridor plan was adopted in 2003. The draft revised plan reflects trends on the corridor and likely pressures over the next 20 years.

The corridor plan includes projects over the next 10 years and beyond. Over the next 10 years the proposed projects include:

- Improving the safety of State Highway 2 and 53, and the adjacent local road network to minimise the contribution of road network deficiencies to road crash casualties.
- Improving walking and cycling networks and facilities, with an emphasis on safety improvements in urban areas, particularly in and around Masterton, and on key cycling routes between townships.
- Providing for freight and tourism trips as safely and efficiently as possible through improvements to the road network and supporting the transfer of freight to rail where practical.
- Maintaining the current level of service provided by public transport for commuting to other parts of the region (bus and rail) and within Wairarapa (bus services).
- Continuing a programme of travel demand management measures relevant to the relatively rural character of this corridor.

The committee approved the draft plan for consultation.

3.5 Hutt Corridor Plan review

The committee approved a process to review the Hutt Corridor Plan. The current plan was adopted in 2003. The corridor forms an important component of the regional transport network, providing regionally significant access for people and freight within and through the Hutt Valley to Wellington City's CBD. East-west connections between this corridor and the Western Corridor and key regional centres are also important considerations.

Several studies currently being carried out by the New Zealand Transport Agency are expected to provide key technical input to feed into the corridor plan review in early 2010. These include: the Ngauranga Triangle Strategic Study, the SH2 (Upper Hutt to Ngauranga) Strategic Study, the SH58 Strategic Study, and the SH2 Melling investigations.

The committee approved the review process. A draft plan is expected to be considered by the committee in June 2010.

3.6 Agency progress report on implementing the Regional Land Transport Strategy

The quarterly report on projects and other activities in the RLTS and regional transport plans (including corridor plans) was presented to the committee.

Various questions were raised in relation to the report. Attention was drawn to the progress being made with cycling infrastructure by Hutt City Council.

4. Unconfirmed minutes

The unconfirmed minutes of the committee meeting are in **Attachment 1**.

5. Recommendations

That the Council:

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

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Attachment 1: Unconfirmed Public Minutes